

BLAMES BOARD OF NEW HAVEN

Commerce Commission Arraigns Directors for Fatal Wrecks.

NEGLIGENCE IS CHARGED

"Confiding Public" Said to Have Overestimated the Officials.

EMPLOYEES ACCUSED ALSO

Report Urges That Railroads Be Forced by Congress to Make Travelling Safe.

WASHINGTON, Sept. 24.—The Interstate Commerce Commission's report putting the responsibility for the Wallingford wreck with its twenty-one fatalities squarely on the shoulders of the management and directors of the New York, New Haven and Hartford Railroad is the harshest finding ever handed down by that body.

The report, which was made public today, sets forth the names of the directors, beginning with William Rockefeller and J. Pierpont Morgan and extending through a long list of the well-known in the financial and railroad world.

Some of these men the commission described as having been considered by a confiding public as "magicians" in the art of finance and wizards in the construction, operation and consolidation of great systems of railroads.

"Experience has shown that this reliance of the public was not justified as to either finance or safety," according to the findings of the commission.

To-day's report is the first one in which the commission has laid the blame for a railroad wreck directly at the door of the directors.

The commission makes important recommendations for the immediate safeguarding of lives of passengers on the New Haven road. It urges the providing of an adequate method for obtaining a space or interval between trains pending the installation of the new block signal system, that is, also the running of all trains under full control in foggy weather and a change in the rules regarding the sending out of a flagman.

Urges Employing More Men.

Until the signal system is made adequate the commission urges the railroad to increase the number of men on its train crews, so that flagmen will not have to return to their trains, but may be picked up later. Legislation by Congress is urged fixing a time limit for the equipment of all fast passenger trains with steel cars.

The commission announces also its decision to ask for legislation making its recommendations binding. It will include the right to fix the limit of speed for passenger trains.

The commission finds that the direct cause of the wreck was the failure of employees properly to perform their duties. They charge flagman Murray with failure properly to protect his train and condemn the engineers of both trains for failing to control the speed in a way as to bring their trains to a stop before passing the automatic signals.

While the accident was due directly to the failure of employees to perform their duties, the commission finds that the signal system of the road was entirely inadequate and that there was a deplorable lack of supervision on the part of operating officials.

"On this account," says the report, "the conditions which led up to this accident were possible."

The portions of the report which lay the responsibility upon the directors follows:

"This commission has heretofore expressed in strong terms its condemnation of the management of this railroad.

Merger Overlooked Officials.

"In the 'New England Investigation' report of this commission (June 20, 1913) it was said:

"If it were proper to be considered here, however, we would give weight to the suggestion that the merger has so overloaded the executive heads of the entire aggregation as to impair not only the correct and efficient management of the railroad, but also the efficiency and safety of operation."

"In reports by this commission of the investigation of previous accidents, this railroad has been charged with neglect of obvious precautions for safety, ineffective rules, and these not systematically enforced, high speed without closely following one another without adequate safeguards, dereliction of duty on the part of certain employees, as well as a general weakness of discipline, have been denounced."

"It is astounding that this state of affairs is allowed to continue to exist."

"The directors of this railroad as shown in Poor's Manual for 1912 were:

William Rockefeller of New York; J. Pierpont Morgan, New York; George McCulloch Miller, New York; Lewis Cass Ledyard, New York; M. M. Pratt, New York; George F. Baker, New York; Nathaniel Thayer, Boston; Amory A. Lawrence, Boston; Alexander Cochran, Boston; Charles T. Brooks, Ansonia, Conn.; George J. Brush, New Haven; Charles S. Mellen, New Haven; James S. Hemmingsway, New Haven; Frederick F. Brewster, New Haven; De Ver H. Warner, Bridgeport; Edwin Milner, Moosup, Conn.; William Skinner, Holyoke, Mass.; D. Newton Barney, Farmington, Conn.; Robert W. Taft, Providence, R. I.; James S. Eiton, Waterbury; James McCrea, Philadelphia; Thomas De Witt Cuyler, Philadelphia; Henry K. Mearns, Boston; John L. Shaw, Rockville, Conn.; E. F. Maxwell, Rockville, Conn.; Edward Milligan, Hartford, Conn.

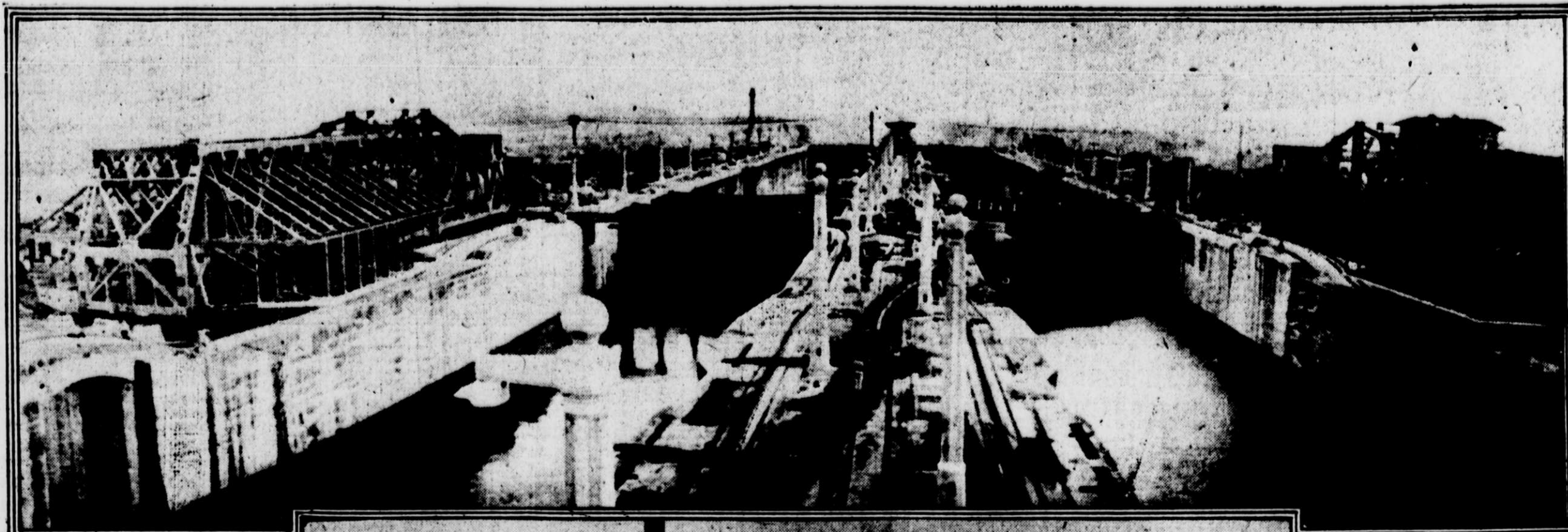
Changes in Directors.

"The Manual for 1913 shows the same list with the exception that the names of Mr. Thayer, Amory A. Lawrence, George J. Brush and James McCrea do not appear, and the following names have been added: T. N. Vail, Boston; J. W. Wilson, Boston; A. S. May, Bridgeport; Samuel Rea, Philadelphia.

"On this directorate were and are men whom the confiding public recognize as magicians in the art of finance and wizards in the construction, operation and consolidation of great systems of railroads. The public therefore rested secure that with the knowledge of the railroad art possessed by such men investments and travel should both be safe.

"Experience has shown that this reliance of the public was not justified as to either finance or safety.

"In view of the focussing of public attention on the question of railroad operation of this railroad and in view of the frequent governmental inquiries, both national and State, as to the causes of and remedies for the frequent disastrous accidents, it would seem as if the directors themselves would feel called



Showing All Locks at the Atlantic End. PHOTOGRAPH BY AMERICAN PRESS.

EIGHTH OF THE MEETS OF SUFFOLK HUNT CLUB

Ideal Weather Enjoyed by Southampton Guests and Colonists.

SOUTHAMPTON, L. I., Sept. 24.—Weather conditions to-day were ideal for the drag hunt of the Suffolk Hunt Club. This was the eighth of the meets, the meeting place being at the clubhouse grounds overlooking Meeks Bay. The beginning of the run was over the steeply rising course in full view of those gathered at the clubhouse to watch the start of the hounds. The riders with their red coats and silk hats and the crowd of easily dressed people in their motors and carriages presented a brilliant scene, with the clubhouse and waters of Meeks Bay in the background.

The call for the hounds was made at 12 o'clock. Richard Newton, Jr., mounted on Applejack, was master of the hounds. Among the following of easily driven motors and carriages today were Mrs. Henry E. Cox, the Messrs. Cox, Mrs. Newbold Edgar and Mrs. E. Stuart Davis, Mr. and Mrs. Edward Humphreys, Mrs. W. H. Brown, Mrs. J. C. Barclay, Miss Zella de Milham, Mr. and Mrs. B. O. Chisholm, Mr. and Mrs. Harry P. Robinson, Gen. and Mrs. Buchanan, Mrs. W. S. Brown, who was an enthusiastic follower of the hounds during the recent hunts, left today for her home in Washington, D. C., spending the month of September at the Irving House.

Mrs. J. B. McDonald gave a bridge party and tea for four this afternoon at the Irving House. The guests were Miss Phyllis, Mrs. Evelyn Noble and Miss C. J. Ryan. Miss Phillips is spending the week with Mrs. John Bradford and Miss Noble is visiting with Mrs. E. S. Whitney.

Centre Wall at Gatun Locks Extending into the Lake

The pictures shown above are from the first photographs taken on the Panama Canal showing the water in the Gatun locks and in the great Gatun Lake, which is now rapidly filling.

With the actual work of digging completed everything is in readiness for letting the waters of the Atlantic and Pacific oceans into the big cut across the Isthmus of Panama, which will make the Panama Canal a reality.

The pictures shown above are from the first photographs taken on the Panama Canal showing the water in the Gatun locks and in the great Gatun Lake, which is now rapidly filling.

It cannot be too strongly impressed upon railroad employees that they are most strictly bound to comply with all safety rules provided by the railroad for their guidance. No matter how many of these rules where they are specifically applicable carries with it full responsibility for consequences.

No Blame Put on Elliott.

"Our reference to the management of this railroad in the past of course has no relation to the new president, who was confronted with this accident on the day he took charge. Presumably he was selected because of his ability and fitness as a railroad manager."

"It is to be hoped that he may be permitted to devote himself primarily to the problems of safety of operations which this railroad management is now under the highest compulsion of duty and humanity properly to solve."

"The Congress has made it the duty of this commission to make a report upon railway accidents and to make such recommendations as circumstances may require, but there has been no legislation which such recommendations may be enforced."

"It is manifest that so long as compliance with the commission's recommendations remains discretionary the entire subject of safety of operation must remain dependent upon the carrier's volition. The ignoring in whole or in part by such carriers of such recommendations and the resulting fatalities potentially argue that safety of operation should not be left entirely to the discretion of any railroad, but in the light of recent disasters would seem to be a subject over which the Congress well might exercise its full authority, including the fixing of some definite time within which all high speed passenger trains shall be required to be made up exclusively of all steel cars."

"Such recommendations as the commission may deem proper in these premises will be submitted to the Congress in the commission's forthcoming annual report."

"The density of traffic on this railroad requires an adequate block signal system, and until the system now being installed between Springfield and New Haven is available for use an adequate method of providing a proper space interval between trains should forthwith be placed in operation."

"Definite instructions should be issued to engineers and trainmen to approach signals in weather so foggy or stormy as to render it impossible to see the view of signals with trains under full control. Such instructions should also be enforced."

"An adequate system of superintendence and supervision should be immediately arranged, which will give those in authority definite and positive information as to whether the safety requirements and rules of this railroad are observed."

The Gamboa dike, the only barrier now existing between Gatun Lake and Culebra cut, will be destroyed by dynamite on October 10. Members of the Isthmian Canal Commission have suggested that this day be made a holiday in the Canal Zone.

For several days previous to October 10 pipes already laid under the dike will allow water to run into the Culebra cut in sufficient quantity to act as a cushion

when the explosion takes place.

The Gatun Lake, originally intended to be about 110 square miles in extent, will cover an area of more than 200 square miles. It was constructed to overcome the obstacle to the construction of the canal caused by the constant overflowing of the Chagras River, which in the days when the French engineers were at work on the cut set at naught all their efforts.

Instead of trying to dam up the river the American engineers conceived the plan of building an immense lake to receive the overflow.

The Gatun locks are seventy-nine feet high and 1,000 feet long. Col. Goethals, remarking on the engineering strength of these great monoliths, said that anything which would destroy them would obviate the necessity for the canal by destroying the whole isthmus.

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